



the **ILLINOIS ENGINEER**



Mrs. J. P. Murphy shares her husband's pride as the recipient of the 1960 Illinois Award, presented at the ISPE 76th Convention in Peoria for outstanding and meritorious service to the Society.



THE ILLINOIS ENGINEER
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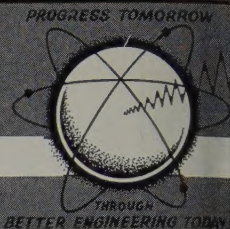


THE

ILLINOIS ENGINEER

ILLINOIS SOCIETY OF PROFESSIONAL ENGINEERS, Incorporated

Affiliated with the National Society of Professional Engineers



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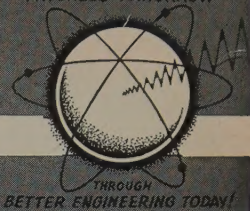
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THE

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PROGRESS TOMORROW

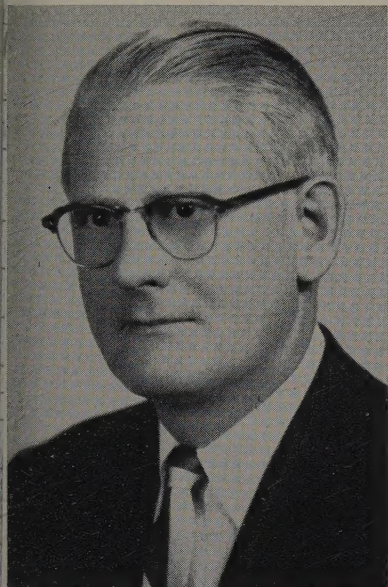


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PRESIDENT'S COLUMN

In this, my first message to the membership of ISPE since the gavel was passed to me by LeVerne Hudson,



Harold Sommerschild,
President

I want to assure you that I recognize the great responsibility which is correlative to election as President of our Society. Though awed by the task set before me I shall do all possible to justify the confidence you have placed in me.

We have just passed through the Easter season during which we recognized the resurrection of the Saviour. Easter heralds the beginning of our spring season when we see the re-

newing of life on every hand. New beginnings are the order of the day. It is appropriate that we begin a new ISPE year at this most significant time.

The ISPE has made much progress since the inception of its predecessor organization in 1886. The 30 or so men who banded together at that time would revel to see what has transpired as a result of their foresight.

Much has been accomplished for the benefit of our profession through the efforts of those who have gone on before. There is, however, much left to do. As we begin a new year of operation the need for serious consideration of our program for the future is recognized. The course we chart this year is bound to affect the destiny of our Society. I would like to review just a few of the avenues which I believe should be pursued.

One of our greatest needs is to improve our communications. Misunderstanding is prompted by misinterpretation. Communications must be a two-way street. We have the vehicles to provide such communications within the framework of ISPE.

Active functional sections will provide a means of obtaining the "grass roots" opinions of our members. The ILLINOIS ENGINEER will provide an avenue of communications to the individual member. Obviously,

(Continued on Page 15)

NEW HOUSE OF DELEGATES PROVES HIGHLY SUCCESSFUL AT 76th I.S.P.E. CONVENTION—PEORIA

The fact that professional engineers can think fast and talk well was confirmed during I.S.P.E.'s first House of Delegates at their 76th Convention in Peoria—April 20-21. Nearly 150 chapter delegates, representing 22 chapters, sat comfortably at their chapter tables, but were not hesitant to make use of the "floor mikes" to express their opinions and ideas during three active business sessions. The farther the convention progressed, the larger the attendance became.

Joliet and Peoriarea—Gavel Winners

Joliet and Peoriarea Chapters had the distinction of walking off with the first engraved gavels given for perfect delegate attendance at all three business sessions. They met the requirement of having at least 6 delegates present throughout the convention.

State Committee Chairmen Face Membership For The First Time

The extensive scope of I.S.P.E. activities was brought into focus before the membership as one after another of the State Committee Chairmen elaborated on his respective activity. For some Committee Chairmen, this was a most rewarding experience. The hours and hours of professional work donated by these men and their committee members for the furtherance of their profession were up in the thousands. The delegates felt a new respect for a "job well done". For other Committee Chairmen, whose committees had not been as active as they could have been, the experience of reporting to the membership was "stimulating". It stimulated the art of the ad lib, as well as the expressed intentions to immediately activate these committees to their fullest potentials.

Highlights of Actions By The House of Delegates

1. **ENGINEERING TECHNICIANS:** The new ISPE Board of Direction was asked to determine if a new or existing committee should be assigned the task of studying the problem of the place of the engineering technician as related to the professional engineer in the State of Illinois.
2. **APPOINTMENT OF ENGINEERS TO GOVERNMENTAL BODIES:** A resolution was passed by the Delegates that the National Society of Professional Engineers exert its influence continuously

(Continued on Next Page)

over all governmental bodies that hire engineers toward their adoption of a policy that no new appointments to engineering positions or present personnel changed to engineering titles, unless they are registered professional engineers or engineers-in-training of a state, territory, or the District of Columbia.

3. **FIRST ISPE WORKSHOPS ON A REGIONAL BASIS:** Executive Director Newbury announced that the officers of ISPE were taking the Society to the grass roots level in three scheduled workshops. Chapter officers, and chapter committee chairmen were urged to attend. Carbondale, Springfield and Rockford were the cities chosen as the workshop sites for the first three Saturdays in May.
4. **NATIONAL MEMBERSHIP CONTEST:** The delegates also learned that at the time of the convention, the Illinois Society had jumped into **FIRST PLACE** in **GROUP VI** of the **NSPE** membership contest. Executive Director Newbury cautioned that while we were happy to see the ISPE membership trend, the actual percentage of gain was unimpressive and that a new and intensive membership campaign for 1961-62 was in the offing.

GROUP VI (Over 5000 prospects)

	Net Gain or Loss	Net Gain/ Loss Per M	Rating
ILLINOIS	109	10.3	1
Massachusetts	47	5.6	2
California	106	4.1	3
New York	— 76	—15.0	4
Texas	—126	—15.4	5
Ohio	—156	—19.5	6
Pennsylvania	—200	—23.1	7

5. **UNIVERSITY OF ILLINOIS READY WITH STUDENT CHAPTER:**

Dr. George Ekblaw proudly reported that 31 students at the University of Illinois had completed arrangements for a new chapter at the University of Illinois. Credentials were presented to the Board of Direction for their approval. The students were actively pushing their chapter program so that they could receive their State Charter before the end of the semester. (NOTE: Subsequently, the Board of Direction approved the Illinois petition on April 22; the approval came subject only to confirmation by the Constitution and By-Laws Committee of the student chapter credentials. May 25th was set for Charter Presentation Night at the University of Illinois.)

6. **EGYPTIAN RESOLUTION:** George Glenn of the Egyptian Chapter presented the following resolution, which was adopted by the House of Delegates:

In the interest of public safety and to stimulate growth of the individual engineer and

to enhance growth of the professional engineering society, it is recommended that this body give consideration to, and if found favorable, go on record as favoring and referring to the appropriate ISPE Committee the following recommendation to the heads of all governmental agencies in the state having engineers on their staffs: Said engineers be encouraged to qualify as Registered engineers-in-training or Professional Engineers in the State of Illinois and that recognition through advances in status and salary be granted wherever this is not presently an officially established procedure and furthermore, that Registered Engineers be encouraged or required to **DISPLAY CERTIFICATES** issued by the Department of Registration and Education.

7. **GOVERNOR KERNER TO GET RESOLUTION:** Zevel Berman of Chicago moved the adoption of the following motion which was carried:

That a resolution be drafted and sent to the Governor of the State of Illinois urging appointment of registered engineers to serve on State Boards and Commissions concerned with studies and reports involving engineering and construction.

8. **IS THE ISPE BOARD OF DIRECTION TOO BIG?** The Delegates instructed the new Board of Direction to consider the question of the number of representatives on the Board, with the idea of trying to reduce the size of the Board. It is feared that as the Society grows in numbers the present representative formula would allow the Board of Direction to get too large and bulky for efficient operation, to say nothing of the increased costs for Board of Direction meetings.

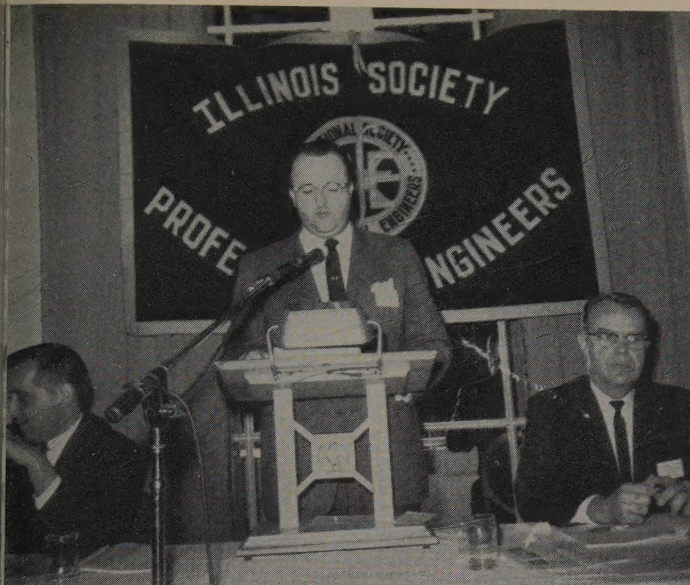
While time and space limit a detailed coverage of all the House of Delegates' discussions, other actions will be enumerated in forthcoming issues of the Illinois Engineer as they are dealt with by the Board of Direction or the committee to which they were referred.

SOUTHERN ILLINOIS UNIVERSITY— CARBONDALE—CAN NOW GRANT ENGINEERING DEGREES

During the present session of the Illinois State Legislature, a bill was passed and signed by Governor Otto Kerner permitting SIU to grant engineering degrees. This action, in effect, lifted a former restriction which prevented SIU from granting engineering degrees.

In talking with SIU officials, it was learned that the granting of engineering degrees will not start immediately, but the various departments can now plan and build toward the day when they will receive ECPD accreditation.

DELEGATES HEAR VIEWS ON CORPORATE PRACTICE LEGISLATION



JOHN P. GNAEDINGER, Chicago Chapter member, speaks for slightly restrictive Corporate Practice Bill.



LOUIS A. BACON, ISPE Vice-President, speaks for highly restrictive Corporate Practice Bill.

The highlight of the third session of the House of Delegates at the Annual Convention of I.S.P.E. was a dual presentation by John P. Gnaedinger and Louis A. Bacon on proposed corporate practice legislation affecting professional engineers. Mr. Gnaedinger enthusiastically supported the case for a slightly restrictive bill, while Mr. Bacon urged the Delegates to act for a highly restrictive piece of legislation. President A. D. Hudson commended both men on their fine presentations which gave the assembled delegates vital information on which they based ensuing discussion.

After extensive debate, the smoke cleared and the Delegates voted in favor of a Salt Creek motion calling for a highly restrictive corporate practice bill. The following restrictions were ordered implemented in proposed legislation by the House of Delegates:

1. The principal business of the Corporation is the practice of engineering.
2. The Chief Executive Officer or Managing Agent of the Corporation is a Registered Professional Engineer.
3. A majority of the Directors of the Corporation are Registered Professional Engineers.
- *4. A majority of the stock of the Corporation is owned by Registered Professional Engineers.
5. All plans, designs, drawing, reports and specifications issued by or for the Corporation are drafted and are dated and bear the signature and seal of a Registered Professional Engineer of this State.

The National Society of Professional Engineers will hold its 27th annual meeting July 4-7 at the Olympic Hotel in Seattle, Washington.

Further Developments:

On May 1, in the office of attorney Paul Gordon, Jr., in Springfield, the following representatives of I.E.C. and I.S.P.E. met to join forces in presenting this legislation:

Chas. K. Willett, Legislative Representative; Paul Gordon, Jr., legal counsel for IACE, ISPE, IEC; Dwain M. Wallace, IEC Legislative Chairman; Norman A. Miller, CACE Leg. Chairman; Harold F. Sommerschield, ISPE President; Robert J. Newbury, ISPE Exec. Dir.; Al Osterling, ISPE Legis. Committee; John P. Gnaedinger, IEC; Warren C. Drummond, C.E.L.; Edward M. Fucik, CEL; Walter E. Hanson, IEC; Malden Jones, Exec. Dir., IACE; George Farnsworth, IEC and Sec. ISPE; James P. Murphy, IACE.

* The RESTRICTIONS AGREED UPON were for the most part the same as listed above with the exception of NO. 4—dealing with stock ownership. This restriction was DELETED upon the advice of our LEGAL COUNSEL, Paul Gordon, Jr. It was his opinion that it is an ILLEGAL restriction and would prove a serious stumbling block in the legislature. Unanimous agreement was quickly reached to remove this restriction.

Attorney Gordon was instructed to draw the above restrictions with the exception of No. 4, into a suitable legislative bill and to add a "grandfather clause" ONLY IF HE BELIEVED IT NECESSARY. This clause would read:

"Previously existing corporations which have been legally practicing engineering in Illinois prior to the passage of this amendment shall not be subject to the above restrictions."

NSPE STATE PRESIDENTS' CONFERENCE—PURDUE

APRIL 14-15



- LEFT:** ISPE Executive Director, Robert J. Newbury (left) accepts invitation from Roger Loveless, President, Ohio Society of Professional Engineers, to speak at OSPE workshop in June.
- CENTER:** **FRIENDLY ENEMIES!** Two men who worked together many years ago with the Portland Cement Association find that their paths cross again as **PRESIDENTS** of their respective professional engineering societies. ISPE President, (left) Harold F. Sommerschild, Chicago, and Fred R. McComb, Minneapolis, President of the Minnesota Society of Professional Engineers, talk over the agenda of the conference.
- RIGHT:** Douglas H. Stewart, Thief River Falls, Minn., (left) President-Elect of the Minnesota Society of Professional Engineers, joins MSPE President McComb and ISPE President Sommerschild in the conference work.

Topics ranging from public relations to building codes provided the agenda for the National Society of Professional Engineers Annual State Presidents' Conference, held April 14-15 at Purdue University this year. NSPE State presidents, presidents-elect and executive secretaries and directors listened to and took part in discussions and panel talks covering practically every phase of NSPE operations during the two-day conference, termed "excellent" by those attending.

The Illinois Society officials exhibited two phases of their society operation that proved to be very popular: (1) Their new IBM personnel accounting cards and IBM membership application, and (2) a pictorial review of their **LEGISLATIVE DINNER**.

SALT CREEK CHAPTER NAMES NEW OFFICERS



Being sworn in by ISPE Pres. L. D. Hudson are: (left to right) Merle Mouser, Vice-Pres.; Alfred Odiet, Alt. Chap. Rep.; Paul Flood, Chap. Rep.; Howard Rayner, Treas.; Fred Sanneman, Sec.; Richard Doherty, Vice-Pres.; Clifford Creelman, President. Robert F. Hunter was also named a Vice-President.

Representatives from as far north as Alaska and as far south as the Canal Zone were briefed by NSPE national vice presidents on a wide variety of subjects, including ethical practices, employment practices, public relations, programs for engineering students and young engineers, chapter activities, financial and registration, legislative matters and government contacts. Membership, cooperative activities with other professional groups and concern for technicians also provided much food for thought and active discussion for those attending.

Highlight of the social side of the two-day meeting was a social hour and banquet held at the Lafayette Country Club. Speaker at the banquet was Prof. Alvin R. Rolfs, of the English Department at Purdue. His subject was "A College Professor at Large in Europe." A regional luncheon was held Friday and a general luncheon on the final day of the conference.

The program was opened by NSPE president Norman A. Hull, P. E., who outlined the purposes and objectives of the conference. Paul Robbins, P.E., NSPE executive director, offered attendees a rundown on the Society's administrative procedures and publications.

R. Dean Collins and Marcus J. Rice, consulting engineers, announced the formation of a partnership, Collins and Rice, with offices at 1622 South Fifth Street, Springfield.

Both have been in private practice for six years prior to that, both partners had worked in the bridge department of the Illinois Division of Highways. Each has a degree from the University of Illinois and each is registered both as a Professional Engineer and a Structural Engineer.

The firm will specialize in civil and structural engineering projects.

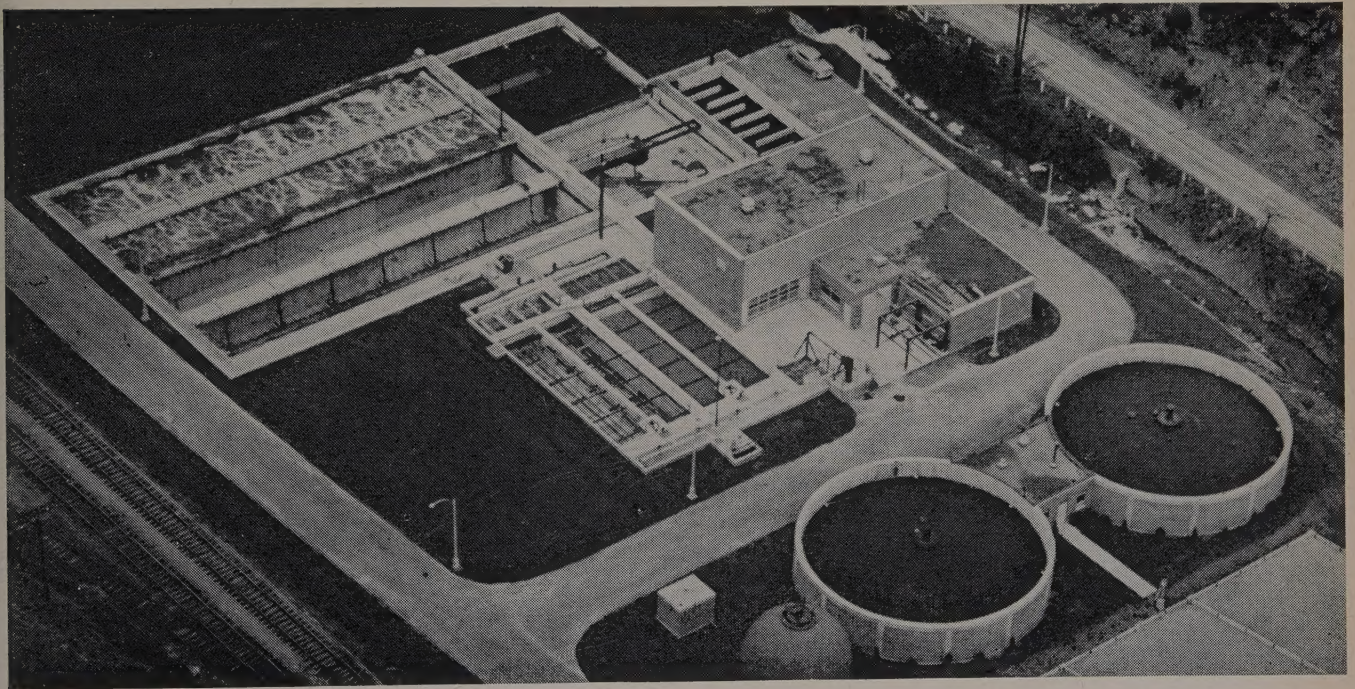
Nestled among some of the most beautiful hills surrounding busy metropolitan Pittsburgh is the attractive community of Pleasant Hills, Pennsylvania.

This rapidly growing suburban area is not only providing gracious living for its residents but also effective and modern sewage treatment facilities.

Pleasant Hills

Consoer, Townsend and Associates, Consulting Engineers, designed the Pleasant Hills plant which includes two P.F.T. 65' Floating Cover Digesters and P.F.T. Gas Safety Equipment.

Pleasant Hills will dedicate its new plant this year. P.F.T. congratulates the community and its civic leaders for their progressive thinking and planning.



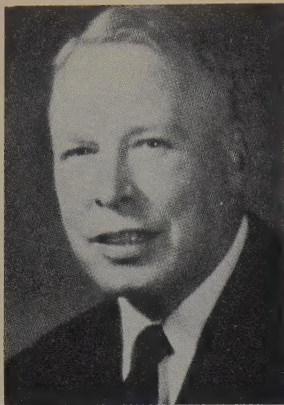
Aerial shows P.F.T.'s two 65' Floating Covers at new plant



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ABOUT THE AUTHOR

Professor James J. Ryan of the Mechanical Engineering Department is celebrating the completion of his 30th year on the staff of the University of Minnesota on Monday, May 22, 1961.

He has also been one of the Minnesota Society's most active professional engineers having held its highest offices, the most recent of which was NSPE Director. Prof. Ryan is also an active member of Technical, Social and Fraternal associations.

His professional activities have indeed set an example that would be well for all engineering faculty members to follow.

ENGINEERING "THE SAFE CAR"

*By JAMES J. RYAN, Professor of Mechanical Engineering,
Institute of Technology, University of Minnesota*

The major part of a presentation by the author at the Methodist Hospital, St. Louis Park (Minneapolis), Minnesota, in the Symposium on Automobile Trauma.

The author, Professor James J. Ryan, is Principal Investigator for the Automotive Safety Research Project, University of Minnesota.

For over ten years we have been experimenting with ways to prevent injury to persons in a collision, and much of that time the public has suffered through television showings and newspaper accounts of the tests. People say, "There's that man again!" and quickly turn off their sets.

"Safe Car" Idea

Ideas or inventions are usually viewed as notions or fads, and are expected by everyone to quit bothering after a short time and pass on. But if these ideas or notions depend upon the public for support, they must overcome the prejudice of originality; to do this, they must appear in a form which will assure understanding: In this discussion the idea of the "safe car" is presented, in the hope that the idea will persist, whatever theatricals the tests may appear to employ, and refinements will follow from these engineering tests.

Everyone is familiar with the problem of transporting eggs. They are now packaged in cardboard or pressed paper holders, with widely separated compartments and with supporting areas touching each egg. However, if the cardboard carton is dropped flat on the floor, the eggs will break; but if the pressed paper holder is dropped in the same manner on the floor, most likely none will break. Thus two things are evident: first, the eggs must be held in place with a large properly constructed contact area; and second, the impact to which they are subjected must be absorbed rather than re-

bounded. This is what we are trying to do with people in automobiles. These two things, careful holding and proper absorbing, are necessary in order to keep people safe.

Packaging People

There is a tremendous incentive to package people in cars this way. According to Cornell University Crash Injury Research reports, more than one-half of the deaths and injuries in automobiles occur at a speed less than 40 miles per hour. This one-half would approximate 18,000 deaths, nearly 60,000 totally incapacitated, and about 1.4 million injured. These numbers are as big as they appear from the newspaper accounts each day. Actually, the human suffering and loss of life resulting from automobile accidents follows cancer and heart disease in extent, and the U. S. Public Health Service has declared automotive casualties to have reached epidemic proportions. Therefore, if people could be protected from injury for speeds up to 40 miles per hour, the lessening of injury and death would reduce the problem by approximately one-half. This result can be accomplished by the proper design of cars, if they are made to absorb the energy of collision up to 40 miles per hour without causing injury to people wearing seat belts.

Safety Bumpers

The accomplishments have been made possible by the use of hydraulic energy-absorbing bumpers in front of the car, which reduce the force of impact below that which has been found by Colonel John Paul Stapp to be safe with seat belts. The actual forces of crash into a rigid barricade, such as a bridge abutment or a concrete wall, or a head-on collision, are within the tolerances which can be survived without injury at 40 miles per hour. For higher speed crashes, the packaging which prevails greatly aids in reducing the extent of injuries. Even seat belts alone are very effective in reducing injury at lower speeds and for roll-overs.

The tests we have been making on cars have been to determine the most effective and economical means of utilizing these findings. We have observed, for in-



High-Speed Photo of Professor Ryan.

Fig. 1 Passenger Car Impact at 20 Miles Per Hour Showing Driver and Passenger with Seat Belts at Air Force Missile Development Center, N. M., November 13, 1957.

stance, that a 17-inch stroke of the hydraulic bumper is adequately effective for absorbing the crash energy. This length of bumper cylinders can be hid under the car in front of the frame without changing the length of present-day cars, or modifying the styling that now prevails.

Seat Belts

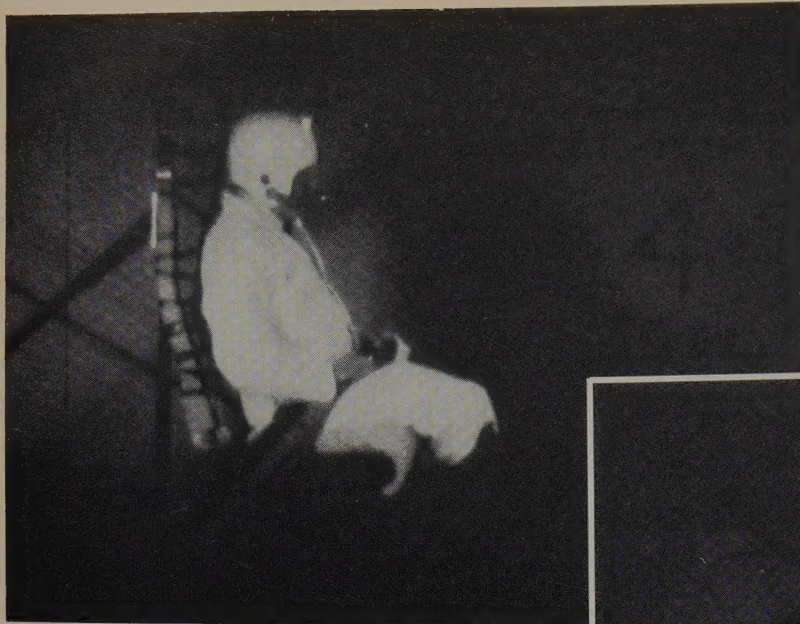
We have been particularly interested in finding ways of mounting the seat belts to make their support more effective, and to make their use most convenient and comfortable. We are working to measure the body motions on a seat belt, and have advocated a retractable steering wheel and a recessed dash. Other engineering considerations are being studied, such as a dash-pot damper under the seat and a take-up reel on the belts. It may not be unreasonable to find that the steering wheel, in reality, is a safety surface for a person swinging forward on a seat belt, and it may be advocated that cars have dual steering.

We are trying to understand better that which we already know. The principles of the deceleration of the vehicle and the retardation of the people in the

car are well understood, but the application by automobile manufacturers has not received engineering consideration. The word "safety" in car production and selling has taken on questionable status. The public will pay very little more for safety, and the car manufacturers know exactly how little that "little" is. However, the public expects to be protected, and has set up safeguards such as the CAA in aviation, the Pure Food and Drug Laws, and other controls to alleviate unreasonable conditions. The Federal Government is the only agency powerful enough to regulate safety into the construction of automobiles, and when the situation becomes sufficiently severe, steps will be taken to correct the deficiency. We hope **you** will participate in this clamor, and that **we** shall know how to build the safer cars.

Nation-Wide Attention

Mr. Alfred Lowell Mosely, an extremely able psychologist at Harvard University, who is now chief investigator in research of fatal highly collisions (in the Boston area), has described briefly the allied work



Prof. Ryan on cart with seat-belts impacting wall at 17 mph. High-speed photo of initial start of force.

in this field in a letter to Dr. James L. Morrill, former president of the University of Minnesota, two paragraphs of which follow:

"Professor Ryan's work fits importantly into the larger picture of highway accident research. Professors Severy and Matthewson at the University of California in Los Angeles are doing experimental collisions to learn something of what happens to structures and components of the vehicle, and what collision impacts mean to (simulated) occupants. John Moore and staff at Cornell are making important statistical studies of engineering structures which cause injury to occupants, and the nature and extent of the injuries observed. Professor McDermott at Cornell Medical College is studying the management of the injured traveler from the time of injury to the time of discharge from a hospital. Professor Evans of the University of Michigan and Professor Lissner of Wayne University are studying the thresholds of injury to skeletal structures and organs of the human body, using advanced experimental techniques. Professor Baker at Northwestern is making detailed qualitative studies on non-fatal accidents. At Harvard, my colleague, Dr. Richard Ford, and I are doing detailed clinical studies on the fatal collisions.

"The automobile industry maintains a distance from most of these studies, and quietly avoids both the chief investigators and their efforts. The medical profession extends every courtesy to the researchers

and gives freely of knowledge and clinical skill. The legal profession maintains close contact with the results of the studies in the interest of justice. The U. S. Government assists in money, materials, counsel, and moral support to these various studies.

"In the U. S. House of Representatives the Roberts' subcommittee stays well informed on the status of the several studies with the plan of substituting legislative procedures where voluntary cooperation fails."



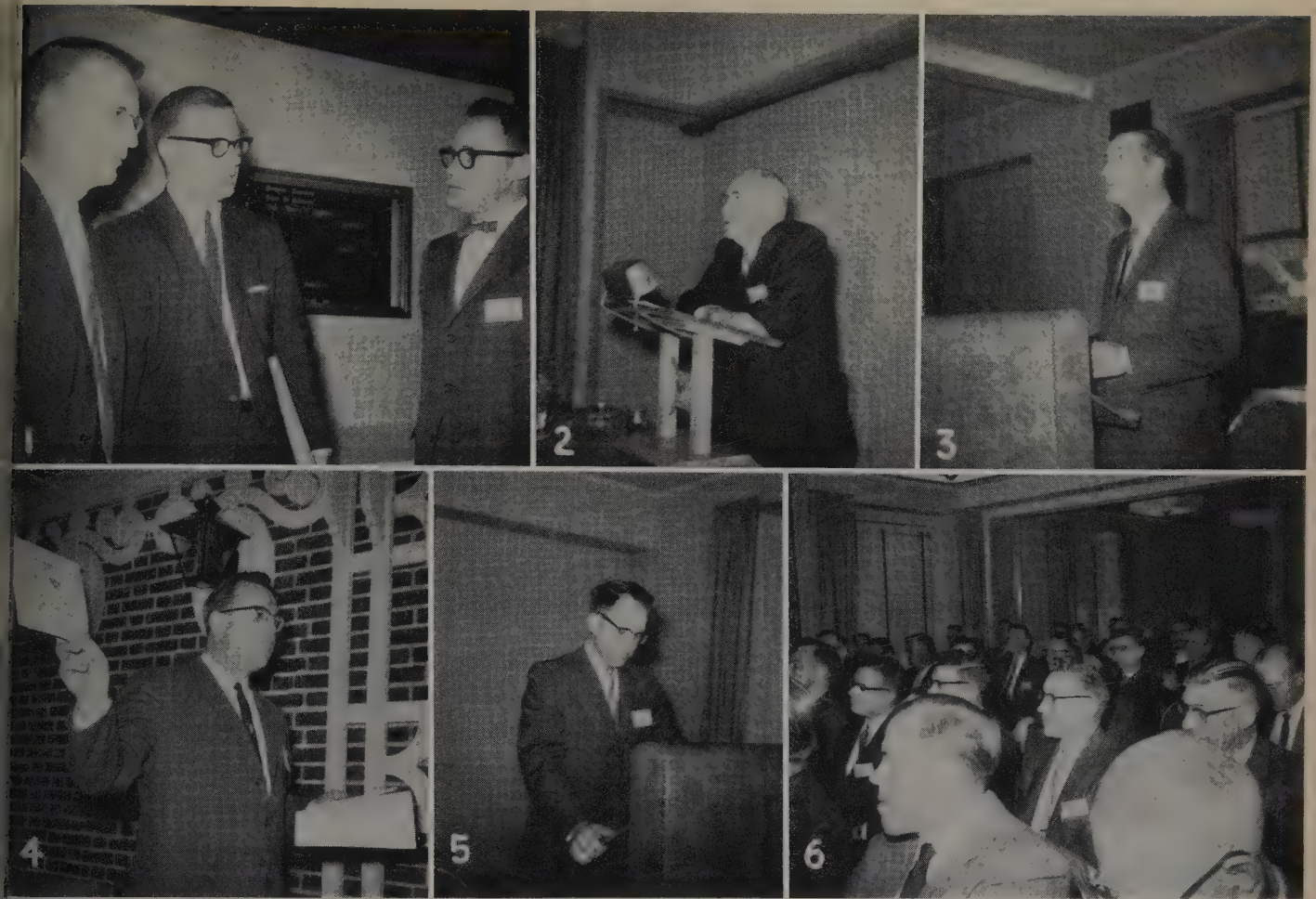
Prof. Ryan at end of force showing maximum displacement.

Congress Shows Interest

The first order of business in the Senate of the Congress convening in January, 1960, had to do with highway safety. A film, "Automotive Crash Tests with Dummies and People," of our experiments toward injury prevention in crash and their results, was prepared by the Audio-Visual Department of the University of Minnesota for presentation to these interested bodies. It is hoped that steps will be taken to require proper energy absorbers and restraining devices in the manufacture of cars for the future. By this means, all manufacturers will compete on the same basis and safety will have engineering status. After about ten years, all cars will have this safety construction, and, since action is equal to reaction, the old cars would have equivalent benefit in the event of a collision with a new car.

It may be concluded, from an engineering standpoint, that the safe construction of cars is a modern necessity, and the time is coming closer when it will be a reality. It is another focal point of attention in a rapidly changing world.

I.S.P.E. FUNCTIONAL SECTIONS COME ALIVE!



1. James P. Murphy (left) and John Housiaux, ISPE Secretary, (right) congratulate Donald Schnacke, Sec.-Mgr. of the Kansas Consulting Engineers Section of KSPE, Topeka, on his fine address at the opening session of the Functional Sections—Peoria.
2. Arnold A. Lundgren, Civil Engineer and Surveyor from Rockford, presides over Surveyors' Functional Section Meeting.
3. Floyd D. Birt of Edinburg, Chairman of the Highway Engineers' Section, presides over the section meeting following an address by Executive Director, Robert J. Newbury of ISPE.
4. J. Raymond Carroll of Urbana speaks before the first annual meeting of the newly-formed Functional Section for Building Engineering Consultants.
5. John E. Janssen, Minneapolis-Honeywell Research Section Head, Minneapolis, tells Engineers-in-Industry of the work of the Honeywell Engineers' Club in conjunction with the MSPE Engineers-in-Industry Section. Their union battle and "Engineer-for-a-Day" program was of special interest.
6. A "packed house" listens to Kansas' Donald P. Schnacke call for strong legislative action on the part of functional sections.

IOWA HIGHWAY COMMISSION PLANS SALARY INCREASES FOR ENGINEERS

The Iowa Highway Commission has taken steps to raise the salaries of most of its engineer employees, although the proposed increases must be approved by the State Executive Council before the actual increases can be granted.

Under the Commission's plan, the salary of the chief engineer would be raised from \$18,500 to \$23,400. No change in salary range was proposed for the deputy chief engineer, now paid \$16,500 a year, or for division heads, now paid up to \$15,000. But most other engineer

classifications, including department heads at the Commission's main office in Ames as well as district and resident engineers in the field, would be raised at rates up to \$1,800 a year.

Department heads now generally receive \$12,000 a year. The top possible salary under the new plan would be \$13,800. District engineers generally receive \$10,800 now. The proposed ceiling for them would be increased to \$11,700.

Resident engineers now are paid \$8,400 annually, and this would be increased to \$9,300. The salary of beginning engineers also would be raised up to \$7,200 a year.



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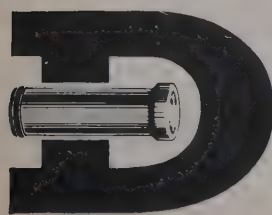
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JOLIET GAVEL-WINNERS CELEBRATE AT PAST-PRESIDENTS' NIGHT

On April 26 at Joliet ten Chapter Past-Presidents were honored and assisted the Chapter in celebrating its winning of "The Gavel". The Joliet Chapter was one of two ISPE Chapters (Peoriarea being the other winner) that had "Perfect Delegate Attendance" at all three sessions of the new House of Delegates established at the ISPE Convention in Peoria, April 20-21. "Perfect Attendance" means that all six prescribed Joliet delegates attended all three sessions.

JOLIET PAST-PRESIDENTS

Standing (left to right) Kenneth Waltz, William Gray, James McCarthy.
Sitting (left to right) William Chaney, Clarence Noethling.

Standing (left to right) James Gates, Bernard Anderhous, Leslie Keeler.
Sitting (left to right) Howard Hassert, Robert Brown.



ISPE PRESIDENT (left), Harold F. Sommerschild, presents engraved gavel to Joliet President Sanger K. Westphal.

PEACE CORPS

Service in the Peace Corps offers engineering graduates an opportunity to perform a valuable public service while providing diversified experience at a "grass roots" level which will be of value in their professional training and service to mankind, Noah Hull, president, National Society of Professional Engineers, told a gathering of state society presidents at their annual conference at Purdue University.

Hull made his statement after the Society's Executive Committee adopted a policy statement offering the Peace Corps officials the full assistance of the 56,000-member organization of professional engineers.

The statement said that the Society will offer direct assistance in the formulation of policies and procedures "which will best insure the maximum contribution of the engineering profession." It added that expert advice on engineering aspects of the Peace Corps operation should be sought from accredited engineering schools and engineering societies.

"Full utilization of existing engineering organizations for the formulation, direction and execution of those portions of the program which are of an engineering character," should be sought, Hull told the assembled state society officers. "It is essential that engineering efforts be under the guidance of professional engineers who are experienced in such matters," he added. The Society statement suggested that engineering projects of the Peace Corps be handled through contracts with existing engineering organizations.

The National Society's action, Hull stated, was in line with its previous endorsement of the program of technical assistance to underdeveloped nations (Point Four Program) which declared actions to raise the standards of living of peoples of underdeveloped nations "offers an opportunity to professional engineers and others with technical skills to make a material contribution to the peace and prosperity of the world."

Hull advised the state society officials that the Peace Corps concept was consistent with the Society's constitutional objectives of "service to Society, to State, and to Profession," and that it "can make a significant contribution to mankind."

ENGINEERS HEAR REPRESENTATIVE FROM BUREAU OF INTERNAL REVENUE

Mr. A. V. Hughes of the Dep't. of Internal Revenue was the featured speaker at the April 12 meeting of the Salt Creek Chapter, I.S.P.E. The Meeting was held at Cotugnos' Restaurant on Roosevelt at Wolf Road. Mr. Hughes spoke on corporate tax structure and individual taxes for the Consulting Engineer.

At the previous meeting held on March 9 at the Elmhurst Country Club, newly elected officers were sworn in by Mr. La Verne Hudson, President of the Illinois Society of Professional Engineers. The new president of the Chapter is Clifford K. Creelman of Western Springs, there were three Vice-Presidents; Merle E. Mouser of 6255 W. School Street, Chicago, Richard V. Doherty of Chicago Ridge, and Robert F. Hunter of Naperville. Fred H. Sanneman of Villa Park is the new Secretary and Howard M. Rayner is Treasurer, he is from Hinsdale. Chapter Representatives are Ralph Michael of Hinsdale and Paul Flood of La Grange Park; Alternate Chapter Representative is Albert J. Odiet of Riverside.

MISSOURI HIGHWAY DEPARTMENT ENCOURAGES REGISTRATION

In an official memorandum, the Missouri State Highway Department has strongly urged all engineer employees to take advantage of the opportunity to register as either an engineer-in-training or professional engineer. "We want to assist you in any way that we can toward the accomplishment of this registration," the Department said.

The memorandum of February 7, 1961, addressed to all engineer employees, said "In recent years engineering registration has become increasingly important in establishing a dividing line between the professional engineer and the unqualified practitioner. While registration is certainly not the only yardstick of determining engineering competence, it is a means of providing the public with a set of requirements that help to insure high standards of engineering work."

It was pointed out that in addition to public protection, "registration is also a benefit to the individual engineer and the profession as a whole since the profession is judged by the qualifications of all who use the name engineer and registration has helped to define these qualifications."

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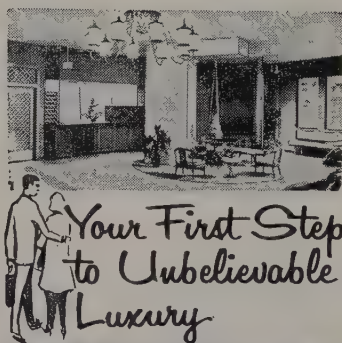
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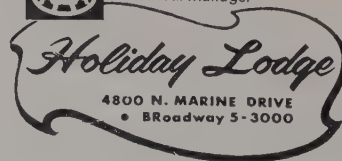
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MIXING BUSINESS WITH PLEASURE



1. Peoria Registration Committee stays busy with the convention registration of nearly 400.
2. Hmmm, boy! "The Spirit of St. Clair" as exemplified by Mr. and Mrs. Manuel Garcia of E. St. Louis.
3. Dr. Lawrence M. Lew, with ISPE President, Harold F. Sommerschild (right) following keynote address on the first day of the convention.
4. Secretary John Housiaux looks on as President L. D. HUDSON presides over the House of Delegates.
5. One of the convention's busiest committees—the Credentials Committee—Art Dini (left) and Paul Zumwalt check in 150 delegates for three sessions.
6. Noah Hull, NSPE President, addresses Society members on national activities.
7. Guests of the Illinois Society were Mr. and Mrs. Robert E. Hutton, Hammond, Indiana. Mr. Hutton is President of the Indiana Society of Professional Engineers.
8. Dr. Beatrice Hicks, P. E. and husband, Rodney D. Chipp, P. E., relax following their pictorial presentation on South America at the ISPE Annual Banquet.
9. **THE HOUSE OF DELEGATES AT WORK.** Nearly 150 Chapter Delegates packed the meeting room for three lively sessions.
10. Enjoying one of the social evenings were Mrs. Robert J. Newbury, (left) wife of ISPE's Executive Director and Mr. and Mrs. D. S. Magowan, Elgin. Mr. Magowan was immediate Past-President of ISPE.

President's Column—(Continued from Page 1)

the development of strong functional sections and the improvement of the ILLINOIS ENGINEER are, therefore, imperative.

We must expand our activity in the public relations area. The development of a professional engineering community which will command the respect of our neighbors is required. To accomplish this we must render service to society in general. Such service, among other things, should include: (1) the development of Building and Construction codes to govern construction in the unincorporated areas of our state, (2) the maintaining of high ethical standards to assure propitious professional conduct, (3) the dissemination of information relative to Civil Defense, (4) the preparation of authentic information regarding Atomic Energy, its dangers and virtues.

We should work to upgrade the professional concepts of our engineering students. We cannot expect our students to possess high professional attitudes if our teachers have little or no interest in professionalism.

It would seem reasonable to expect that all teachers of applied engineering subjects demonstrate their interest in professionalism by becoming registered professional engineers.

The need for the concerted effort of all engineers is most apparent. More could be done through unity of purpose to develop and facilitate a virile program for our profession than through any other single means. By virtue of the fact that ISPE cuts across all branches of the profession we possess the characteristic through which unified effort is made possible. To convince all qualified registered professional engineers of this fact is our task. An increase in membership of our Society is of vital importance. This is an area in which every member can effectively participate.

Our Society will progress in proportion to your enthusiasm for the Society. Your enthusiasm for the Society and its program will be proportionate to the effort expended in Society activity. If each of us will contribute some time and effort to the affairs of our Society benefit to the entire profession will result.

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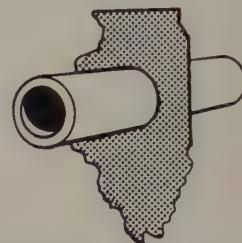


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MONTANA SOCIETY FIGHTS UNIONIZATION OF HIGHWAY ENGINEERS

The Montana Society of Engineers has called on the State Highway Commission to cancel a collective bargaining contract with the American Federation of State, County and Municipal Employees, AFL-CIO, covering engineering and office personnel. The agreement, affecting some 100 engineering positions including about 25 registered P.E.'s, would require union membership as a condition of employment, except for those employees with ten or more years of seniority. The agreement does not apply to employees at and above the level of Division Engineer or to Helena Headquarters personnel. The contract was signed without the engineers being given a chance to express their wishes regarding union representation and membership.

Legality Questioned

The Montana Society has also questioned the legal right of the Highway Commission to enter into a labor union contract requiring compulsory membership in the absence of special statutory authority. In this connection, the Society was successful in killing a proposal before the State Legislature which would empower a state department or agency to negotiate and sign collective bargaining contracts with a labor union. The Society told the Legislature that the proposed bill would be incompatible with the principles of the engineering pro-

fession, and that it would jeopardize the individual responsibility and independent judgment required of a professional engineer employed by the State.

The contract with the A.F.S.C.&M.E. recognizes the union as exclusive and sole bargaining agent over such matters as salaries, grievances, overtime, working conditions, etc. The original pact will be in force for two years, and can be renewed for one year periods thereafter.

Society Statement

The Society told the Highway Commission that neither the State of Montana nor any of its departments is subject to the Taft-Hartley Act and therefore is not required to recognize or bargain with any union, or to enter into any union contract. Further, the Society said it is a general rule that an employer is not required to bargain with any union which has not given satisfactory proof that it represents a majority of the employees. Finally, the Commission was informed that professional employees, such as engineers, should not be grouped into a bargaining unit with nonprofessional employees unless a majority of the professionals vote for inclusion.

Section Warning

Since the Montana situation could form a precedent for similar attempts to unionize state-employed engineers throughout the country, the NSPE Functional Section for Engineers in Government Practice urges all state societies to be continually alert for such activity in their respective areas.

In and Out of the MAILBAG

»»»•«««

Harold E. Babbitt

USOM MINN

APO 301

San Francisco, California

Seoul, Korea

21 April, 1961

Dear Le Verne Hudson,

I hasten to reply to your letter of 20 March in the hope that my message will reach you in time for its objective. Your letter, coming via sea mail, required 5 weeks for delivery. Otherwise our mail service here is excellent. For example I can send films to San Francisco for development and have the finished product back here in a week, provided air mail is used.

Time is running out on me here. Not only is my personal contract to be terminated on 20 of June but the entire main contract with the University of Minnesota is terminated 10 days later and all but a few cleaners uppers are to remain here on this contract. Instead of coming straight home, however, we are planning to go the long way around stopping in India maybe for another year. The University of Wisconsin is dangling an offer for an Indian appointment for me. They've offered and I've accepted, but the "governmental (Indian) clearance" has not yet come through.

Please convey my regards to my many friends in the Society. Tell them how much I regret my inability to be with them another year. Above all tell the officers and others responsible how proud I am of the Society and its recent accomplishments. It seems now to be approaching that sphere of influence and effectiveness that it should have enjoyed years and years ago.

Sincerely and best wishes to all

Harold E. Babbitt

Secretary, Emeritus

Illinois Society of Professional Engineers

P.S. I greatly appreciate that title which you-all continue to carry at the masthead.

Hdq. Note: Since the above letter was written, Professor Babbitt's new address has been received. It is:

Professor H. E. Babbitt
University of Roorkee
Roorkee U.P., India



L. D. Hudson, ISPE President and Mrs. Thomas C. Shedd with the Memorial Plaque.

I want to put into words if possible, how much the Shedd family appreciated the Memorial Luncheon & Plaque Presentation which honored my husband. It was a very comforting thing for me & particularly to my daughter, who was not able to be here at the time of her father's illness and death.

It is said that everything in the world is forgotten, if enough time elapses. The Illinois Society by doing this lovely thing, is postponing that day. Therefore it has our grateful thanks.

Very Sincerely Yours,
Mrs. Thomas C. Shedd

March 29, 1961

The Honorable Otto Kerner
Governor of Illinois
Statehouse
Springfield, Illinois
Dear Governor Kerner:

The recent distribution of the political personnel questionnaire to all state-employed engineers is in serious opposition to the development of competent career-minded engineering staffs in the various code departments and agencies.

In Illinois for many years, most all state-employed engineers have continued serving their departments and agencies because they enjoyed the technical practice for people who have appreciated their efforts. This was in face of extremely modest salary provisions, considering the professional training, experience and value of these men. The request for intimate data concerning their voting practice is of course, in opposition to fine career service.

The 4,000 Registered Professional Engineers of this Society therefore urge you to consider the maintaining of the individual career services for professional engineers free of political activity. This is essential if the State is to have the benefit of honest technical judgment and conscientious service from its engineers.

Your earnest consideration of this matter is respectfully solicited so that the image of State career engineering service will be favorable to the profession.

Yours very truly,
Robert J. Newbury
Executive Director

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